

Purbeck Transport Strategy (rev 7)

Summary of Parish & Town Council Inputs

Introduction

The Purbeck Transport Action Group has agreed that there is an urgent need for a Transport Strategy in Purbeck. The area comes under particular pressure in the summer, especially around Studland, Swanage, Langton Matravers, Corfe and Lulworth/Durdle Door and there is a need for coordinated action to alleviate the problems of congestion, with its consequences for public safety and the environment.

Such a strategy could be supported by a traffic management plan, covering traffic flows and parking, a cycling/walking plan, drawing on the recently announced government initiative ‘Gear Change: a bold vision for cycling and walking’ and an integrated public transport plan, coordinating bus and rail services and the Sandbanks Ferry.

The Strategy should be seen in the context of climate change and the need for clear plans to cope with it at local, district, regional and national levels. It could be used to inform the transport aspects of the DC Climate Emergency Plan.

PTAG comprises representatives from Parish and Town Councils, the National Trust and all transport modes (including the Purbeck Community Rail Partnership, bus companies and cycling groups). PTAG has offered to assist in drafting such a strategy for consideration by Dorset Council.

Accordingly, Parish and Town Councils have been invited to provide input to the plan, so that their concerns and proposals can be coordinated and to ensure that all views are considered and widespread support is encouraged.

A template was provided to facilitate PC and TC inputs and this document is a first attempt at summarising the responses and drawing out the common elements. The template had three headings: Main concerns; Areas of concern; Solutions. However, it was emphasised that inputs should not be limited by these suggested headings. This is a work in progress and this draft is available for comment and subject to amendment and further development.

Common elements from inputs received (to be developed into detailed proposals)

Concerns:

Environment, climate change, well-being, speed and volume of traffic, danger to pedestrians and cyclists, congestion, pollution, parking, effects of increasing building development

Solutions:

20 mph limits, traffic calming, weight/size limits, transport hubs/park and ride schemes, better cycling/walking routes, improved rail and bus services, control of development

Specific improvements:

Swanage-Wareham rail service, coordinated with mainline services; more frequent buses, especially community buses for rural locations and shuttle buses serving towns and villages, via rural hubs.

Network of walking/cycling routes linked to public transport hubs; prioritise walking/cycling routes that alleviate danger, especially where there are no pavements, e.g. Norden-Corfe, C7, lanes around Wool, Morden and Swanage. (Route maps to be provided in final version of plan)

Park and ride areas – expand Norden and Holton Heath, consider buffer zones e.g. for Lulworth; coordinate parking provision, charging and signage to manage visitor traffic. Provide areas with facilities for motor caravans. Regulate HGV traffic, with weight limits, signage and diversionary routes; make development conditional on traffic management plans and mitigation measures. More EV charging points in car parks and car-sharing schemes, especially at rural transport hubs.

Responses received:

Corfe Castle; Langton Matravers; Wool (Parish Council & Friends of Wool Station); Winfrith and East Knighton; Affpuddle and Turnerspudde; Studland; Morden; Wareham St Martins; Friends of Wareham Station; Puddletown; Bere Regis; West Lulworth; Arne.

In addition, responses have been received from the Chair of Corfe Castle PC in a personal capacity and from two members of Swanage Town Council, as well as comments from a further Swanage Town Councillor, which have been incorporated.

The response from Bere Regis PC was intended for separate input to DC, but it was agreed that it could also be included in the Purbeck Plan.

Puddletown Area Parish produced a ‘Rural Community Traffic Strategy for Dorset in September 2019, intended for submission to DC. Again, it was agreed that this could also be incorporated in the Purbeck Plan. Although Puddletown is not strictly speaking in Purbeck, it shares many of the same problems and the document offers some applicable solutions.

The Strategic Development Manager of Go South Coast (which includes More Bus, Damory and other bus companies serving the area) also provided valuable input, which is included.

Further responses expected:

Wareham TC; Swanage TC; Lytchett Matravers PC; Lytchett Minster & Upton TC; National Trust

Note: The input documents provided will be referenced in the final version of this plan and made available (in pdf), with permission of the providing bodies

Corfe Castle

A. Main concerns:

- a. Parking
- b. Volume of traffic/congestion/danger to pedestrians
- c. Speeding and failure to stop at crossing by school
- d. Very large vehicles – quarry trucks, supermarket trucks, mobile home transport
- e. Cycling events
- f. Building developments

B. Areas of concern:

- a. Village centre
- b. A351 through village and up to Norden
- c. Approach roads to Corfe, including B3351
- d. Parking in Kingston

C. Solutions:

- a. Development of parking at Purbeck Park, Norden, including West of railway
- b. Shuttle bus from Norden to the Square
- c. Changes to parking in Square and West Street, loading restrictions and permits
- d. Parking in Station Road and Coal Yard
- e. Extending traffic light control to cover Station Road as well as pedestrian crossing
- f. Speed Indicating Devices and warning signs for crossing by school
- g. Weight/size limits on vehicles using the A351 and B3351
- h. Walking route/cyclepath from Norden to NT visitors centre
- i. Restrictions on developments South of Corfe
- j. Plan for cycleways, control of cycling events
- k. Road markings, signage and enforcement to improve parking use
- l. EV charging points in all car parks

Langton Matravers

A. Main concerns

- a. Speeding vehicles and cyclists
- b. Safety of pedestrians and damage to parked vehicles
- c. Traffic volume and congestion
- d. Housing developments
- e. Lack of car parking
- f. Cost of DC Highways work

B. Areas of concern

- a. B3069 (main street)

C. Solutions

- a. 20 mph limit
- b. Traffic calming, rumble strips etc
- c. Community Speed Watch team
- d. Traffic warden (shared?)
- e. Construction Traffic Management Plans
- f. Use of local contractors for road improvements

Winfrith & East Knighton

A. Main concerns

- a. Safety and quality of life/well being
- b. Traffic volume, noise and congestion

B. Areas of concern

- a. Main street

C. Solutions

- a. Speed control
- b. Traffic calming
- c. Connecting/alternative routes

Studland

A. Main concerns

- a. Management of traffic flows
- b. Climate emergency
- c. Clearing of verges and maintenance of road markings
- d. Parking in village and camper vans on Ferry Road

B. Areas of concern

- a. B3351 Corfe-Studland
- b. Ferry Road

C. Solutions

- a. Develop Purbeck Park, including facilities for camper vans
- b. Park & Ride from Holton Heath
- c. Increase train services
- d. Restrict traffic on B3351, including weight limit and encourage cycling on that road
- e. Enforcement of parking restrictions
- f. Better use of NT car parks
- g. More electric vehicle charging points, electric vehicles for hire, rental bikes
- h. Linked up walking routes, safe cycle routes.

Affpuddle and Turners Puddle

A. Main concerns

- a. Traffic volume and speed, esp. HGVs from quarries and building developments
- b. Safety, health and well-being of pedestrians, cyclists and horse riders

B. Areas of concern

- a. B3390 south of Affpuddle
- b. Junction in Affpuddle

C. Solutions

- a. Direct HGVs away from the B3390 at Waddock Cross on to the A35 via Bere Regis
- b. Traffic calming solutions and new road markings around the junction in Affpuddle
- c. Traffic calming solutions and new road markings on narrow section south of village

Wool (Parish Council)

A. Main concerns

- a. Health & well-being
- b. Climate change – flooding
- c. Delays, congestion, accidents, pollution at level crossing
- d. Excessive speed
- e. Safety of cyclists and pedestrians – lack of footpaths and cyclepaths
- f. Poor maintenance of pavements
- g. More housing development
- h. Poor bus services, esp. in Winter
- i. Lack of parking

B. Areas of concern

- a. Level crossing
- b. Lulworth Road, Bindon Lane, Duck Street, East Burton Lane
- c. Junctions with A352

C. Solutions

- a. 20 mph limits, esp. Lulworth Road and East Burton Lane
- b. Improved pavements and cycleways, esp. to Monkey World and Winfrith Newburgh
- c. Community bus service
- d. Limit development and ensure developers provide adequate drainage/flood protection
- e. CCTV (e.g. at level crossing)
- f. Increased parking at station

Wool (Friends of Wool Station)

A. Main concerns

- a. Speeding traffic
- b. Traffic congestion and pollution
- c. Lack of pavements
- d. Inconsiderate parking blocks traffic and impedes buses
- e. Delays and conflicting traffic at level crossing
- f. Interchange with train service
- g. Limited, infrequent bus services

B. Areas of concern

- a. Old village
- b. Lulworth Road
- c. Main street (A352)
- d. Level crossing
- e. Station facilities

C. Solutions

- a. 20 mph limits
- b. Speed control (SIDs)
- c. Additional pedestrian crossings on main road
- d. Extend/improve cyclepaths on Lulworth Road and to Monkey World
- e. Improve traffic marking at crossing
- f. Refurbish/replace station buildings and provide EV charging and cycle storage
- g. Improve bus services

Morden

A. Main concerns

- a. Volume of North South traffic during commuting hours and holiday traffic.
- b. No safe cycle or pedestrian crossing at Morden Park Corner.
- c. A35 unsafe for cyclists Deterring commuting cyclist or school children.
- d. Lack of safe cycle or bridleway East -West between Bere Regis and Lytchett Matravers

B. Areas of concern

- a. Narrow B3075 with no verges and high banks too narrow for school bus and lorries to pass.
- b. A35 and Morden Park Corner dangerous to cross.

C. Solutions

- a. Clear sightlines on the A31 & A35 by ROW to improve visibility for pedestrians crossing.
- b. Create East West cyclepath from Bere Regis to Lytchett Matravers and Upton.

- c. Deter HGV and Caravan traffic from using B3075 as direct route from Blandford to Wareham, signage and traffic calming at Worlds End.
- d. Stop and Ride bus scheme at Worlds End pub or Morden Park to get people out of cars and onto local stopper buses, to reduce numbers of cars in Wareham and Purbeck.

Wareham St Martins

A. Main Concerns

Sandford

- Traffic flow during holiday season
- Flood issues near the entrance to Keyworth and opposite Home Farm layby
- Slowing traffic entering Sandford from Holton Heath
- Congestion at entrance and exit of Sandford Garage
- Cyclists create congestion and road rage by using the A351

Holton Heath

- Lot of HGVs travel on A351 that do not need access to Wareham or Sandford
- Road rage on Blackhill roundabout when cars try to cut in whilst going to Sandford and using both lanes approaching the roundabout
- Lack of public transport

Cold Harbour/Trigon

- Danger to walkers and cyclists along unlit road with no pavement and hidden dips
- High levels of pollution along C7 from number of vehicles using the road
- Bridleways into Wareham Forest not maintained adequately
- No bus service for tourists and visitors
- Upgrade Bere Road (C7) to cater for modern maximum vehicle size and weight as often used as diversion route
- 8,000 people on the camp sites per week in the height of summer and the landfill site is open all year for the clay and sand and gravel extraction.

Out of Parish

- Confusion at Northmoor roundabout for visitors
- Morden Cross is a dangerous crossing and accidents are constant there

B. Areas of Concern

Sandford

- A351
- Morden Road

Holton Heath

- A351

Cold Harbour/Trigon

- C7 – Bere Road

Out of Parish

- A351
- A35/Morden Road

C. Solutions

Sandford

- Consideration of cumulative effect of new development on traffic flows, congestion and access/egress from these developments
- Morden Road to be upgraded, widened and resurfaced to cater for modern maximum vehicle size and weight as often used as diversion route
- Investigate flooding issues to see if culverting or drainage is required
- Crownlift the trees obscuring the sign on approach to Woodlands roundabout from Holton Heath, possibly lay rumble strips or reminder strips of 30mph
- Paint yellow box at exit of garage
- Encourage all cyclists to use the cycleways provided and for them to expect to slow down as they share the route with pedestrians.

Holton Heath

- Signage at Bakers Arms guiding HGVs along A35 to avoid Sandford
- On approaching Blackhill roundabout from Bakers Arms, divide the 2 lanes so that traffic going into Holton Heath Estate is on the inner lane and traffic going straight on to Sandford are in the outer lane.
- Engage with the bus companies to increase bus services along Wareham Road, the bus stops and laybys are there.

Cold Harbour/Trigon

- Provide pavement the length of C7 from Silent Woman Pub to Wareham Forest Touring Park
- Monitor pollution and discuss results with Environmental Health, Dorset Council
- Encourage Rights of Way Team to actively maintain the bridleways which are the main routes into the forest used by visitors. Clear rubbish and provide drainage at the entrance to BR25/15 from the C7; top dressing in the area would give easy access to the bridleway.
- Engage with bus companies to provide bus services for the visitors to the caravan parks and local residents; this would also reduce the pollution along the road.
- Upgrade Bere Road, widen and resurface, remove tree root damage and collapsing edges, road signage regarding hidden dips.
- HGVs leaving Trigon landfill to turn left to Woodbury Cross instead of using the C7 and Sandford to get to Poole

Out of Parish

- New direction sign out of Wareham pointing towards Sandford and lane arrows to help speed flow.
- Consider serious improvement at Morden Cross by either providing a roundabout or traffic lights.

Friends of Wareham Station

A. Main Concerns

- a. Long running issue with Level Crossing at Wareham Station – threatened by NR closure: only step free safe way into Town Centre from half of town’s community.
- b. Elderly populations independence, health & Wellbeing.
- c. Signposting/information
- d. Bus & Rail connectivity
- e. Ticket machine on Platform 1 (upline)

B. Areas of Concern:

- a. Wareham Level Crossing - down time/waiting
- b. Young people grouping at bus stop/level crossing gates
- c. Parking of rail users on Sandford Lane/Road and Carey Road
- d. Lack of cycle racks, water refilling stations & electric charging points
- e. Separate footpaths from cycleways; perceived danger
- f. Disjointed cycleways -lack of signs
- g. Waiting Room availability
- h. A351 – congestion – one route – single point failure.
- i. Bere Road speeding
- j. Seating for elderly/tourists
- k. Public Toilets

C. Solutions

- a. Electronic state of art Crossing Control (from Basingstoke) at Level Crossing (awaiting mtg with MP/NR)*
- b. Second step free path from Northmoor/Northport into Wareham – over A351 flyover (feasibility study in progress)*
- c. Notice Boards & information for Tourists & community*
- d. Water refilling stations at level crossing*
- e. Electric charging points in Station Car Park
- f. Open Waiting Room – electronic door opening fitted!
- g. Erect covered cycle racks; approach to Platform 1 (upline) (awarded)*
- h. New Bus Shelter promised by DC at Transport Hub (northside)*
- i. Seating at Station Car Park*
- j. Toilets on Station; enable more availability
- k. Continuous cycleways that are family safe
- l. Provide Community space for Young people in disused Signal Box
- m. More time restrictions on residents’ road to stop all day parking.

Items marked * are in progress with various voluntary/charity/awards/DC: delayed by Covid-19.

Swanage

Swanage Town Council (Merged inputs from two individual Councillors, with comments from another)

A. Main concerns

- a. Volume of traffic on A351
- b. Traffic congestion in town centre – impact on environment, pedestrian safety
- c. Parking on pavements, on double yellow lines – lack of enforcement

- d. Safety of cyclists on narrow roads through Town Centre, and on faster roads
- e. High incidence of deaths on rural roads
- f. Lack of regular rail link up to Wareham and affordability of rail travel
- g. Poor bus services incentivising car use (even from nearest mainline railway station)
- h. Climate change and ecological crises
- i. Air quality in town centre affected by traffic
- j. Speeding on main routes into town
- k. Poor surfaces on pavements

B. Areas of concern

- a. A351
- b. Town Centre
- c. Ulwell Road, Washpond Lane, Ferry Road, dangerous for cyclists and in some cases (e.g. Washpond Lane) pedestrians as no pavement
- d. A351 main route into Swanage for emergency vehicles – congestion impedes access
- e. Infrequent buses and rural ‘deserts’ (Worth Matravers, Harmans Cross)
- f. Station Approach - danger to pedestrians due to poor lay-out

C. Solutions

- a. Reinstatement of Wareham/Swanage rail link, with services to Poole and Bournemouth
- b. Encourage use of train, park and ride facilities, with free or reduced parking charges
- c. Enlarge Norden parking area and provide P&R at Holton Heath
- d. “20’s plenty” – consider for Town Centre, Speed Indicator Devices commissioned
- e. Consultation on pedestrianising part of Shore Road and Lower High St – Pier Approach
- f. Dialogue with DC about improving Station Approach layout
- g. Walking survey of footpaths
- h. Safer cycling routes - Identification of possible cycle routes e.g. at Renscombe
- i. Initiatives to encourage walking and cycling in town – Sustainable Swanage Active Travel Plan and Environmental Action Plan
- j. Leave your car initiatives for people travelling from outside and encourage ‘car free’ time once here
- k. Extending route of Durlston bus, including stop at hospital from next summer
- l. Working with others: community bus (Swanage/Purbeck) and improved service on existing bus routes
- m. DfT grant to Swanage Railway for new feasibility study re train service connecting to main line– use of electric propulsion
- n. Additional charge points for electric vehicles
- o. More enforcement re parking on double yellow lines especially around schools and pinch-points

Sustainable Swanage – Active Travel Plan (Summary)

A. Main concerns

- a. Health and environment - air pollution, carbon emissions

- b. Parking and traffic hotspots
- c. Social interaction

B. Areas of concern

- a. Town
- b. Neighbouring villages
- c. Local trips for school, work, leisure

C. Solutions

- a. Active travel, including walking, scooting, cycling, public transport.
- b. Safe and accessible walking and cycling routes
- c. Links with national, regional and local travel/transport/environmental plans
- d. Engagement with community, local groups and councils to identify barriers to sustainable transport

Public Transport – personal contribution from chair of Corfe Castle PC (summary)

A. Main concerns

- a. Impact of coronavirus and austerity on public transport
- b. Level of fares
- c. Parking

B. Areas of concern

- a. Corfe Castle
- b. Swanage-Wareham
- c. Studland

C. Solutions

- a. Combined park and ride tickets
- b. Extension to parking at Norden (Purbeck Park)
- c. Bus service from Corfe Castle to Knoll Beach
- d. Improved pedestrian/cycling access from Purbeck Park to Corfe
- e. Swanage-Wareham rail service

Bere Regis

A. Main concerns

- a. Traffic volume (and speed), noise and congestion

B. Areas of concern

- a. Rye Hill, West Street, Elder Road and areas designated for development in the

C. Solutions

- a. Speed control
- b. Ensuring careful consideration of possible congestion and parking issues when reviewing planning applications.

Puddletown

A. Main concerns

- a. Increasing risk from heavy traffic using rural roads and lanes.
- b. Large delivery vehicles, agricultural contractors and quarry traffic
- c. Damage to verges, small bridges, tree canopies and vulnerable older buildings

B. Areas of concern

- a. Tolpuddle, Puddletown, Affpuddle, Southover Lane

C. Solutions

- a. Planning policies and decisions, speed controls and route restrictions.
- b. Presumption against approving planning applications which will generate very heavy traffic movements in areas with acute problems, or restrictions on approval, which are enforced
- c. Where other routes are available, restrictions on the size and weight of vehicles that may use certain rural roads (except for delivery)
- d. Lower speed limits (e.g. 20 mph) for heavy vehicles travelling through villages, hamlets and at risk rural roads
- e. Time of day restrictions for heavier vehicles or specific types of vehicle to protect the amenity of communities at quiet times
- f. Selective use of traffic calming to slow down heavy vehicles in sensitive areas

West Lulworth PC

A. Main concerns

- a. Congestion
- b. Safety

B. Areas of concern

- a. West Lulworth

C. Solutions

- a. Manage visitor numbers – restrict numbers once saturation reached
- b. 20 mph zones
- c. Control and manage cycling events – should require permission

Arne Parish Council

A. Main concerns

- a. Speed of vehicles
- b. Volume of traffic at peak times
- c. Congestion
- d. Parking near school
- e. Increasing need for additional pavements to safeguard pedestrians and connect various areas of community
- f. Proposed and potential building developments/projects involving use of heavy plant and equipment which would have an impact on local roads
- g. Need to implement a cohesive alternative traffic management plan in the event of a major incident road closure .
- h. Need to ensure lessening of congestion in both directions from Bakers Arms Roundabout to ensure emergency vehicles are not delayed in an emergency

B. Areas of concern

- a. School and immediate surrounding area
- b. B3075 from Wareham to Stoborough Roundabout
- c. Nutcrack Lane to Arne
- d. New Road, Stoborough
- e. West Lane
- f. Arne to Norden, using Soldiers Road and Hartland Moor Road
- g. Furzebrook Road
- h. Puddletown Road
- i. Wareham bypass

C. Solutions

- a. Prevent parking opposite West Lane/Corfe Road junction
- b. Introduce 20mph from Stoborough Garage to Melancholy Lane and from Hollow Oak Road to junction of West Lane/Corfe Road at start and finish of school, using flashing road signs
- c. Limit speed to 40mph on Arne Road from Sunnyside Farm to and throughout Arne Peninsula
- d. Limit speed from start of Nutcrack Lane in Stoborough to Barnhill crossroads to 30mph
- e. Limit speed on Furzebrook Road from Stoborough Roundabout to last property on LHS before Imerys to 30mph, with new repeater speed signs, and reduce to 40mph up to Blue Pool entrance (Church Knowle Parish)
- f. Limit speed on Puddletown Road from junction with A352 to end of residential area to 40mph and limit remainder of Puddletown Road to 50mph due to speed of HGVs
- g. Erect SLOW 20mph signs on New Road in both directions before the bridge
- h. Connect properties along West Lane to Village Hall by pavement for pedestrian safety
- i. Priority signs at the junction of Nutcrack Lane with Corfe Road, giving priority to traffic travelling in the direction of Arne
- j. Priority signs and road narrowing on B3075 at entrance to Stoborough giving priority to traffic exiting Stoborough towards Wareham
- k. Alternative Route signs on Wareham Bypass at Worgret Roundabout and Flyover Roundabout, to redirect holiday exodus traffic via a) Puddletown Road and b) Wareham Forest Road/Morden Road to alleviate build up around Wareham/Sandford
- l. Alternative Route signs at Bakers Arms Roundabout to reduce congestion through Sandford and Wareham.

Contribution from Paul Walker, Head of Strategic Development, Go South Coast

‘The strategy statement is a good statement of intent and we support the suggestion of targets. As it develops it would be useful to zone in on the concept of rural connectivity between places like Bere Regis and Swanage for example. I would also suggest the concept of Rural Mobility Hubs come forward at identified settlements which can provide access to services etc. Local mobility hubs are conceptualised as district centre type locations where a range of mobility options and services are offered in the same place. This includes combining

provision of public transport interchange, car club vehicles, high quality cycle facilities and cycle parking, taxi rank, EV charging points, and flexible space for business use (e.g. cafes, “pop up” shops etc) all linked together by improved quality public realm and include:-

- Access to shared bikes/ e-bikes
- Hub/ interchange point for DRT services and micro-consolidation points; and
- Provision of click & collect facilities etc ‘

He also referred to the report of the County All Party Parliamentary Group Inquiry published in Dec 2020: “Reversing the decline of County Buses”. This reported that the number of journeys by bus between 2009 and 2019 had declined by 97 million journeys - over 3,000 bus routes had been reduced, altered or withdrawn between 2010 and 2018. The report identified a £348.5m funding gap in County Council budgets.

The report identified that commercial networks no longer provide adequate rural transport and it made several recommendations. Amongst these was a need to identify long term funding solutions,, improved partnership arrangements and working together between the public, private and third sectors to optimise route networks and delivery through a range of passenger solutions.